

ADDENDUM NO. 1  
Joint Antelope Valley Authority (JAVA)  
State Project CM-55 (144) Control No. 11215e  
JAVA Project 880106  
City of Lincoln Project 780106  
Specification No. 04-227  
Big T Roadway Project  
September 1, 2004

1. The Owner will provide approximately 2,000 CY of material, stockpiled at 14<sup>th</sup> and Court Street, for the Contractor's use for the Item "Random Backfill". This material is expected to be used by the Contractor, and no allowance shall be given for overruns or underruns of the approximate quantity. The approximate quantity of "Random Backfill" has not been adjusted for the use of this material.
2. Refer to the Contract Document - Proposal for Contract Construction Work – Schedule of Items (Bid Tab)

Refer to Pay Item No. 58 – Crushed Rock Base Course:

**Delete the quantity 566 TN and REPLACE it with the quantity 1,458 TN.**

3. Refer to Page 6 of 106 – Assumption of Liability and Indemnification – (g) Hazardous Waste Liability Insurance

If this item is determined to be needed it will be negotiated as a change order item.

4. Refer to Page 36 of 106 - Dewatering in the Special Provisions and Specification Section 15500-1

Additional work associated with the handling of contaminated soil or contaminated ground water will be considered an extra work item at any location within the Project Limits of Construction, if the source of such contaminates are not the result of the Contractors. Determination of any appropriate handling or disposal of such material shall be per the direction of the Engineer, and the costs for such work shall be negotiated prior to start of work.

5. Refer to Page 40 of 106 in the Special Provisions – Bridge and MSE Wall Construction

Add the following sentence to the second paragraph:

Any temporary shoring or dewatering used for the construction of the MSE Walls shall not be paid for directly but shall be subsidiary to the pay item "Concrete Face Panels".

6. Refer to Page 56 of 106 – Concrete Coating Surface Preparation

Delete the first paragraph and add the following paragraphs:

All cast-in-place concrete surfaces that receive applications of a stained concrete coating, as detailed on the plans, and the 6" section of traffic rail above the reveal shall have a smooth faced finish created with the use of a form liner. The Contractor shall submit form liner information to the Engineer for approval prior to pouring concrete. Immediately following the removal of forms, all fins and irregular projections shall be removed from all surfaces to create a smooth finish.

7. Refer to Plan Sheet 2-T1, 2-T2, and 2-T5

Add Legend Item No. 12, "10" P.C. Concrete Pavement with Integral Curb" to the Legend on Sheet 2-T1, 2-T2 and 2-T5.

Replace Legend Item No. 2 – "10" P.C. Concrete Pavement with Integral Curb", with new Legend Item No. 12 "10" Portland Cement Concrete Pavement at MSE Walls" on the following Plan sections:

Sheet 2-T1 (Bottom Typical Section ONLY):

North/South Roadway Sta. 063+20.00 to Sta. 1069+85.02

Sheet 2-T2 (Both Typical Sections):

North/South Roadway Sta. 1069+85.02 to Sta. 1076+50.93

North/South Roadway Sta. 1076+50.93 to Sta. 1083+68.70

Sheet 2-T5 (Both Typical Sections):

East/West Roadway Sta. 2020+59.72 to Sta. 2025+01.22

East/West Roadway Sta. 2025+01.22 to Sta. 2030+07.92

NOTE: Legend Item No. 12 – "10" Portland Cement Concrete Pavement at MSE Walls", includes integral curb where shown or noted on the Plans.

8. Refer to the Plan Set, Benchmarks and Control Points.

Add the attached plan, Sheet 2-H1, for the benchmarks and control points that are used on the project.

9. Refer to Plan Sheet No. 323

Delete the following:

Note 2. The installation of abutment and grade beam piles shall be delayed for a minimum of 60 days following the completion of the embankment and surcharge.

10. Refer to Plan Sheet No. 337

Delete the following:

Foundation Material –  $\phi = 30^\circ$ ,  $C = 230$  PSF, Unit Weight = 120 PCF

Ultimate bearing capacity – 14,500 PSF

Replace with the following:

Allowable foundation bearing capacity for leveling pad = 1,500 PSF

11. Clarifications (Pages 4 and 5) of this Addendum

**Refer to the Clarifications page regarding the Contract Documents and Plan Sheets.**

## CLARIFICATIONS

Joint Antelope Valley Authority (JAVA)  
State Project CM-55 (144) Control No. 11215e  
JAVA Project 880106  
City of Lincoln Project 780106  
Specification No. 04-227  
Big T Roadway Project  
September 1, 2004

### Questions (Q) and Responses (R)

Q: What happens if the Railroad does not sign the Agreement with JAVA.

R: Bids will be returned, unopened, to the Contractors.

Q: Could an item be added to the contract for "Utility Staking", and paid for at an hourly rate? Due to the uncertainty of the requirements, it is difficult to bid as a lump sum.

R: JAVA does not want to have some surveying done on a lump sum basis and other done at an hourly rate. It would be too difficult to separate/monitor the efforts needed for construction staking (lump sum) from the utility staking (hourly). Contacting the utility companies may help with insight on the extent of effort that will be required.

Q: Are we providing the art work for the leaf and fossil panels?

R: We will provide the detailed drawing, which is in the plan set. A digital photo of the leaves and fossils can also be provided for the form liner company to work from in creating the panel.

Q: MSE wall panels, Plan Sheet 358, how much should the rock overlap?

R: On Plan Sheet 358, the Panel details show the approximate amount of overlap, the design intent is to not have a clear line dividing the textures.

Q: Irrigation: How many controllers should be used on the project?

R: The plans show controller locations, contractor should size controllers as needed to provide irrigation to the areas as shown on the plans.

Q: There are a few locations where sleeves for irrigation are needed and not shown on the plans, are these new drives, or will the sleeves be direct bore? (Example, Plan Sheets 207, 208, 209)

R: I believe the drives are all new, check the construction plans and also coordinated with the general contractor.

Q: Does the 404 Permit have low-flow crossings that will be needed to facilitate certain construction activities on this project? How many creek crossings were in the 404 Permit?

R: The 404 Permit includes two low-flow crossings to facilitate construction. The crossings may be used at the Court Street Bridge location, and within the limits of the temporary channel relocation.

- Q: What is the reason for using the ECP pipe material under the North Leg?
- R: This storm sewer segment is anticipated to see settlement that may open up a pipe joint. The ECP has a flexible joint that will compensate for this settlement.
- Q: The CRUSHED ROCK BASE COURSE quantity appears to be short 892 tons?
- R: The CRUSHED ROCK BASE COURSE quantity will be increased by addendum.
- Q: There is shoring shown in the area of 14<sup>th</sup> Street, the railroad tracks, and at the point where the new sanitary sewer ties into the existing at 17<sup>th</sup> Street. Why is shoring shown along 14<sup>th</sup> Street if the Street is open cut? Why is there shoring at the sanitary sewer tie in?
- R: The shoring along 14<sup>th</sup> Street is shown to allow the contractor to build up to 14<sup>th</sup> Street as close as possible, as the time allowed to close 14<sup>th</sup> Street is limited. The shoring at the sanitary sewer tie in is shown to protect the existing UNL building.
- Q: The specifications say that yard waste compost shall be obtained from the City of Lincoln Bluff Road Landfill and all costs associated with purchasing and loading of the compost material shall be paid by JAVA. Does this mean that mulch is loaded into the contractors trucks or should this pay item include a charge for use of the City's trucks?
- R: The yard waste compost will be loaded into the contractors truck during the hours stipulated.
- Q: On Sheet 273 of the special plan number one bridge drawing, there is not a construction joint shown in the typical cross section of the roadway in the center of the page. A clarification is needed on whether a construction joint will be used in constructing the bridge deck portion of this roadway.
- R: Due to the width of the bridges it is understood that the contractors may wish to use longitudinal construction joints in the bridge decks. It is the Contractors option if they want to use construction joints. Contractors shall submit a plan showing proposed construction joint locations prior to placement of bridge deck for Engineer.
- Q: If the Corps of Engineer's (COE) Channel Phase II contract is delayed, are there provisions for delay and associated costs for the Big T contract?
- R: If the COE contract is delayed, any delays or time extensions would be negotiated at that time.
- Q: On Plan Sheet 324, Section AA in the top left corner shows a wire mesh reinforcement retaining wall as part of the MSE wall manufacturer's design. We have found no mention to this design in the MSE wall drawings. Are we right in understanding this is the wall manufacturer's design?
- R: This wire wall is required to hold back the fill prior to the construction of the East Leg Bridge abutment backwall. This wire wall consists of approximately 1,500 SF and shall be designed

by the MSE Wall manufacturer. This wire wall shall not be paid for directly but shall be subsidiary to other MSE Wall quantities.

[illegible][illegible]